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CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT

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1. The airfield east of Kuibyshev (50°7' E/53°11' N) Kuibyshev Oblast, along the road to Ufa (56°0' E/54°44' N) was about three times as large as the Hamburg Fuhlsbuettel airfield. An aircraft plant was west of the field. There were three asphalt runways, each estimated at 50 meters by more than 2 km. The field was unusually strictly guarded.
2. Seven large hangars and a five-story barracks building with two wings, partially destroyed and occupied by pilot students, were at the field.
3. The field was occupied by more than 100 fighters. Soviet guards said that jet aircraft were constructed in the aircraft plant. Aircraft were towed from the factory to the runways.
4. There were take-offs and landings of three or four mail planes every day and practice flights with 10 to 20 fighters. Test flights with jet aircraft were made at irregular intervals.
5. The airfield, about 1x2 km, was south of the railroad line to Chelyabinsk (61°25' E/55°9' N), east of Stalin Plant where jet fighters were constructed [redacted] a runway was about 1.2 km long.
6. Jet fighters were seen at the field. They were short and slim with nose wheel, nozzle under fuselage and fuselage step at tail, "longrod" at front section of nose.

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7. A factory airfield was in Kuibyshev-Besymyanka, south of the railroad line to Chelyabinsk, adjacent to the eastern section of the Stalin Aircraft Plant. Four large hangars were seen occupied by aircraft. Acceptance test flights were made daily.
8. A commercial airport occupied by Douglas planes was east of the factory airfield.
9. The Kuibyshev radio transmitting station was west of a road running from the Red Square to the northeast, and south of an iron works. The installation had several small buildings, a transmitting tower 40 to 50 meters high, and four small towers (steel frame) interconnected by antennas.
10. An airfield, about 1,000x1,500 meters, was south of Kuibyshev, east of Kryazh (50°6' E/53°7' N).
11. The field was occupied by fighters. There was day and night flying.
12. A bombing range with an adjacent AA firing range was south of the field.
13. The airfield was about 2 km from P/ Camp No 7234/6, adjacent to Stalin Aircraft Plant. It was occupied by about 50 new, single-engine fighters, painted gray-green, which were test-flown daily.
14. Another airfield was on the eastern perimeter of the town, 2 km west of the roofing felt factory and P/ Camp No 7234/3. The following flying was observed: Training flights with biplanes, individual parachute jumps, cargo gliders towed by biplanes, take-offs and landings of single-engine fighters.
15. Mostly small courier planes and a four-engine transport were seen at the airfield adjacent to the aircraft plant between January 1946 and September 1947. The latter made an intermediate

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landing at the field twice each day. Only individual jet aircraft took off and landed at the field between March and late May 1949.

16. About 50 new fighters, painted gray-green and covered with tarpaulins, were stationed at the airfield adjacent to Stalin Plant between June 1946 and June 1948. Fellow-PWs said that airframes and jet fighters were constructed in the Stalin Plant.
17. Another airfield was west of Lenin Plant. Biplanes, individual parachute jumps, cargo gliders and single-engine fighters were seen over the airfield almost every day between June 1948 and May 1949.
18. Three jet fighters with swept-back wings and a paint shining brightly like aluminum, were often seen in April and May 1949.
19. The airfield east of Kuibyshev, south of the road to Buguruslan (52°26' E/53°39' N) extended about 2½ km along the road in an E-W direction. There were at least three large vaulted hangars and a high building with a rectangular tower.
20. On the last ride past the field in October 1949 it was observed that five jet aircraft, tail slanting upward to the rear and wide rudder assembly, took off from the field.

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